in all the State Capitals to provided information to passengers on all matters relating to train operations;

(b) if so, the details thereof;

(c) whether it would be a round-the clock service in the country; and

(d) if so, the details thereof indicating those that would be opened in the Gujarat and Karnataka States?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) : (a) and (d) intergrated Train Enquiry System (ITES) will be set up by providing call centres throughout the country.This will provide service round the clock but will not be internet based. Two call centres at Patna and Bangalore have already been made operational on trial basis. The main features of the call centres would be.

(a) A universal telephone number 139 will be provided without prefix-ing any Subscriber Trunk Dialing (STD) code to get connected to the call centre.relating to tram operations;;

(b)if so, the details thereof,;

(c) whether would be a round-the-clock service in the country;and

(d) if so, the delate thereof indicating those that would be opened the Gujarat and Karnataka Slates?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R,VELU): (a) and (d) Integrated Train Enquiry System (ITES)will be set up by providing call cenrtres throughout the country- This will proide service round the clock but will not be internet based. TwOcalll centres at Patna and Bangalore have already been made operational on that basis.. The main features off the call centres would be:

(i) A unweirsal telephone number 139 will be provide without prefix-ing any Subscriber trunk Dialing (STD) code to get connected to the call centre,

(ii) Both Interactive *Voice* Response System (IVRS)and manual enquiry will dissemiinate information on train running status.

Locations have not been decided for these call centres.

Co~~mpensa~~tion to dispossessed land holders

† 1938. SHRI VASANT CHAVAN: will the Ministar of RAILWAYS be pleased to state

(a) whether during laying of Konkan Railways trackthe indivdual whose lands were acquired by the Railways are proviede with compenstion and e~~mpe~~mployment in Railways;

(b) if so,,till now how many persons have been provided with employment

(c) toe number of persons yet to get compensation or employment; and

(d) by when this entire exercise will be completed?

†Original notice of the question was receved in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Konkan Railway has deposited the requisite compensation amount with the State Revenue Departments for further disbursements to the respective landlosers at the time of laying of Konkan Railway track. As far as employment is concerned, Konkan Railway Corporation Limited (KRCL) has followed the policy of filling up the vacancies as and when they arise from landlosers, subject to verification of records.

(b) Until now, 1365 landlosers have been provided with employment in KRCL. The details regarding the number of persons being given compensation are available with the State Revenue Authorities.

(c) As the requisite compensation amount has already been deposited with the State Revenue Authorities, the details of number of persons yet to get compensation will be available with State Revenue Authority only. The requirement of personnel in KRCL is an ongoing process depending upon the requirements and vacancy position at any given point of time.

(d) Land court case is an ongoing process. As per the available records, the number of land court cases in various civil Courts are about 1012. The time period as to their disposal cannot be predicted as they are *subjudice* matters and not in control of Konkan Railway.

Running trains on bio-diesel

1939. SHRI V. NARAYANASAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways are planning to run trains on bio-diesel to cut the oil cost; and

(b) if so, what is the total amount of savings which Railways would gain by using bio-diesel (Jetropha)?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Preliminary studies, including fields trial, have been done for running diesel locomotives on bio-diesel. It is premature to estimate savings at this stage, as bio-diesel is presently not available in substantial quantities.